



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

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To: All Field Managers and Fire Management Officers

From: DSD, Support Services

Subject: Draft - CA State Fire Equipment Committee Meeting Notes

DD: 4/15/02

The attached notes are being distributed for your review and comments. They contain recommendations with specific changes and direction pertaining to vehicles and fire equipment.

If no comments are received by **April 15, 2002**, the minutes and the recommendations will be approved as written, and implementation of these changes will be effective for the 2002 fire season.

Comments and questions should be directed to Gary Cardoza at (916) 978-4434.

Signed by:
Lance J. Bishop
Acting DSD, Support Services

Authenticated by:
Richard A. Erickson
Records Management

Attachment:

1. Draft - California State Fire Equipment Committee Meeting Notes (4 pp)

DRAFT

CALIFORNIA FIRE EQUIPMENT COMMITTEE MEETING NOTES

February 28 - March 1, 2002

Branch of Fire and Aviation

California State Office

Attendees:

Paul Whitcome	Nor-Cal AFMO
Jim Brown.....	Nor-Cal FMO
Don Orsborn.....	CDD AFMO
Garth Jeffers.....	Surprise F.O. FMO
Joe Aragon.....	Surprise Engine Capt.
Jerry Wheeler.....	Alturas Acting F.O. FMO
Steve Watkins.....	Cen-Cal Midway Engine Capt.
Kevin Chambers.....	Bakersfield F.O. FMO
Kipp Morrill.....	U.S. F.W.S. Engine Capt.
Dan Tune.....	Surprise Engine Operator
Gary Cardoza.....	State Office Fire Staff (Equipment/Ops)

Meeting Orientation:

The meeting was brought to order at 0800 on February 28, 2002 in the California State Office. Members introduced themselves and indicated if they had any additions to the agenda items. The agenda was then modified to show new agenda items.

Old Business/Update Issues:

1. Reserve Engine locations and identifiers:

The need for, and the decision to maintain a Type III Engine at each Region/District was made in the early 90's. This need still exists, but in some cases has become very hard implement. The committee decided with the resent turnover of the Model 5 Engines through MEL, we have the opportunity to again get each of the District/Regions back on line with dedicated reserve Engine.

Through the replacement of the last Model 5's, the three District and Regional FMO's, with the help of the State Office, will acquire and maintain a Type III Engine to fire readiness standards, at a location determined by their program. These Engines will be maintained mechanically and have the minimum NUS stocking level to meet the Initial Attack requirements of the Bureau. The Engine will retain a 4 digit number denoting it as a Type III Engine and should be located and assigned to a fire station. This will assure maintenance and accountability for the Engine.

2. SCBA Training and Implementation:

The need for an update of the California SCBA policy and guide was identified at the 2000 post season meeting and again in the 2000 training meeting. This task was assigned to members of the Engine Captains working group. It was completed in the fall of 2001, reviewed by the National Fire Safety lead Michelle Ryerson-Grett, and the Bureau Safety lead Dick King. It was then signed off by the California State Director Mike Pool, as the California BLM Policy for Self-Contained Breathing Apparatus with an implementation date of April 15, 2002.

The Operations Guide, which contains the policy guidance, and the Training Course Guide were both updated to include all OSHA and NFPA guidance that pertains to the use of SCBA's under the "mission statement" and guidance of our current Initial Attack policies in the BLM. When used under these policies the BLM is in full compliance for the use and operation of the SCBA units as outline in the updated guides.

Two issues were raised by the Captains Committee, one dealing with including the turn out pants to the policy of using turnout jacket only. It was agreed we would look at an amendment of the policy to include turnout pants as part of the PP&E, Personal Protection Equipment. The second issue was the question of the Union being involved in the development of the use of SCBAs. The union does not get involved in the development of policy, but they are involved in the review process. In this case, a health and safety issue is being addressed, and California has mitigated this problem by implementing the use of Self-Contained Breathing Apparatus, SCBAs, in the protection of our firefighters that may be in a hazardous environment requiring their use. The use of SCBAs has been addressed in the updated guide. We will address the Union by putting together and amendment to the guide, out lining the mission of our type III Engines and their crews.

The implementation faze of the updating process lead to the need for a District/Regional coordinator to be assigned. The Committee decided that this position is needed to provide implementation continuity in the training, record keeping and documentation of the SCBA units. It was agreed that the District-Regional AFMO position was the best operational position for these SCBA coordinator duties to be assigned.

The State Office will provide SCBA Staffing and accountability guidance showing the flow of responsibilities and accountability from the State Office to the end user. New SCBA apparatus has been purchased and the implementation faze is on going at this time by the FMO's.

3. Command Vehicle Striping and Numbering:

This issue was brought up and discussed in a fall meeting in 1997. At that time the committee decided statewide, that command vehicles could have the option to either be painted the solid high visibility green, or paint a minimum width strip on the vehicle and put the normal numbering and lettering on the sides. Since that decision, we have wound up with several variations of striping and paint colors. To get BLM California back on track with a standard color and striping design and to be in line with what other fire agencies are doing, the committee has agreed to a new standard throughout the State. This standard will be coming out under a separate signature through the State Director. The standard, in brief, is that all command vehicles (pickups, and SUV types) will be purchased in white.

The vehicles will then be painted with a 12" wide, high visibility green strip. This strip will be in the upper half of the vehicles door line below the window. Within that green strip 3" and 1" white reflective stripes will be added over the green. This white reflective strip will start 1" below the top of the green strip, it will then have a 1" green strip break and a 3" white reflective strip will be added. The letter and number identifiers will then be added. These numbers and letters will be of bold, block, black reflective design. For consistency in color and lettering each District/Region will have one location to take their vehicles to for the painting and striping. The committee decided that the process area would be Sacramento for Nor-Cal, Fresno for Bakersfield, and Apple Valley for CDD. As stated above, this will come out under another memo detailing the vendor contacts, painting, numbering and lettering designs. *(See attached pictures for a view of the finished vehicle design)*

If you have need to get a new vehicle painted and striped right away, please contact Gary Cardoza and he will make arrangements for you to have your vehicle completed.

4. Light Bar and Siren Usage:

All vehicles that are using emergency lighting will use a full light bar located on top of the vehicle. We will not be using any under the hood or stealth type lighting. Also, sirens should be located under the hood so as not to do damage to the drivers hearing as per NFPA recommendations.

New Business:

1. Fuels/Prevention Vehicle Numbering and Striping

With the implementation of the National Fire Plan many new Prevention and Fuels Management vehicles are being added to the fleet. With this increase, a radio and vehicle numbering system needs to be standardized throughout the State.

It was agreed that the Fuels vehicle identifier would be in the 6 series i.e.3169. The first number (3), identifies the State the vehicle is from. The (1) identifies the Region/District within the state, the vehicle is from. The (6), identifies the resource type, (engine, prevention, fuels etc). The (9) identifies the number of the specific resource on the Region/District. If there were 2 vehicles assigned to the same crew they would use the A and B system for each module, same as the suppression crews are using. This same logic would apply to the Prevention program, with the number 5 being the resource identifier i.e. 3254. The State is (3), the (2) is Nor-Cal, the (5) is prevention, and the (4) is then number of that prevention resource within the District.

It was also discussed and agreed that the color of the prevention and fuels vehicles would be similar to the fire suppression vehicles. That means that if you have a prevention vehicle that has a pumper in the back, it will be painted solid high visibility green, the same as the other suppression vehicles. If you have a vehicle that is used for all other prevention activities it will be painted and striped the same as the other command vehicles in the State. (12" stripe with white reflective inside the stripe). See command vehicle striping.

Fuels vehicles, this is for the new crew vehicles, 6 pack cabs, F450/550, any thing other than a pickup or command vehicle type (SUV), they will be the solid high visibility green with the standard lettering and 3" x1" white reflective striping. The others will have command vehicle striping and lettering. See command vehicle striping.

2. New Pierce Model 14's:

There were a number of items brought up about some items on the new Engines and some that we needed to add or delete. Most of the issues had already been added or deleted on the next order of Engines. Some of the items in question were:

1. Aluminum wheels– there are no Aluminum wheels on the Engines, there never was.
2. Spare tire– No place to put it at this time, under this design.
3. Chock block holder–passed on to the contractor for addition
4. When open hood may contact discharge– passed on for fix.
5. Battery slide out– passed on to contractor for possible addition

6. Rear step design– passed on to contractor for possible design.
7. Swing step under pump panel– OK to remove.
8. Heavy duty latches for door on top of hose bed– passed on to contractor.
9. Suction needs to be 3" not 2,5"– Passed on to contractor.
10. Winch Option– Yes there is one, at a cost of about 10K
11. Increase top speed of Engine–Passed on to Contractor for increase. Present Engines can be increased by going to a International Dealer.

So far, the new Engines have met with good success in the south part of the State, as they have been able to get them on some fires. We will have to go through this coming fire season to get some good feedback on these new Engines.

3. Replacement of Remaining Model 5's:

The replacement of the remaining Model 5's is dependent on the mid year additional dollars that the State has asked for. We have asked for enough to replace 3 model 5's with new model 14's. At this time I believe we will receive enough money to accomplish this. It is possible that we would not get enough to replace all 3, but possibly 2. We just don't know at this time. As soon as we hear if we are getting any additional dollars to be used on this replacement, I will let the Districts with the Model 5's know what their scheduling for replacement will be.

4. Changing of Vehicle Class:

The committee discussed the moving of the current command vehicles, from their current class, to a class of their own. It was agreed that the benefit of doing this made it a good direction to go. The agreement was the committee reps would advise their property people to move their command vehicle into the 641 class. This is a class specific to the command vehicle use in fire. When the vehicles are moved into this class you will only pay F.O.R on them for 5 months, same as the Engines. This means you can pay for your yearly F.O.R of your command vehicles under the 2821fund as they are used on fire. The remaining months will be paid for by the benefitting activity, (fuels, and or other resource codes). Any further direction or questions on this should be directed to Gary Cardoza in the State Office at (916) 978-4434.

5. Equipment Committee Structure:

The committee discussed the current structure of the committee, and how they wanted it to function. A decision was made that Gary Cardoza in the State Office would put together a new mission statement and charter for the committee.

It was decided that the committee would consist of 1 captain and 1 fire management lead from each District/Region, or their alternate, and 1 State Office member.

The mission statement and Charter will be put in draft form and sent out to the FMO's for review. Due date was prior to the post-season meeting in the fall.